

BY ORDER OF THE **AFI 11-2C-130V3 CL-2**
SECRETARY OF THE AIR FORCE **13 APRIL 2000**



Flying Operations

**LOADMASTER BRIEFING GUIDES AND
CHECKLISTS**

This checklist establishes procedures for the operation of C-130 aircraft employed by Mobility Air Forces (MAF) to accomplish their worldwide missions.

This checklist complements AFI 11-2C-130V3, *C-130 Operations Procedures*, and is printed on standard 8 ½" x 11" bond paper then trimmed to a unique size 4 ½" x 6 ½" that will fit the standard plastic C-130 aircrew checklist binders. Units may request copies of this checklist printed on a water proof-based media (in the size outlined) from the OPR. This product reduces weight and eliminates the need for plastic inserts. Limit waterproof copies to aircrew only for use in-flight and training purposes.

| | |
|--|---|
| PARACHUTIST BRIEFING GUIDE | 2 |
| ACM BRIEFING GUIDE..... | 3 |
| COMBAT ENTRY CHECKLIST | 4 |
| COMBAT EXIT CHECKLIST | 5 |
| COMBAT OFFLOAD PREPARATION CHECKLIST | 6 |
| METHOD "A" OFFLOAD CHECKLIST..... | 7 |
| METHOD "B" OFFLOAD CHECKLIST..... | 9 |

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PARACHUTIST BRIEFING

Use this checklist, in lieu of the passenger briefing checklist, when airdropping personnel.

1. Route, Time, and Weather
2. Seats and Safety Belts
3. No Smoking
4. Air Sickness
5. Use of Latrine
6. Passenger Operated Electronic Devices
7. Emergency Procedures to Include:
 - A. Bailout (Signals and Exits)
 - B. Crash Landing (Signals and Exits)
 - C. Ditching (Signals, Exits, and Use of Water Survival Equipment) (As Required)
 - D. Rapid Depressurization (If Applicable)
 - E. Fouled Parachutist
8. Raising Troop Seats During Drops
9. Aircraft Cleanliness

ACM BRIEFING GUIDE

The aircraft commander will ensure all ACMs are briefed. When directed to brief ACMs by the aircraft commander, use this briefing guide. The following items should be briefed commensurate with the qualification of the ACM in the aircraft.

1. Flight Time - Briefed
2. Seat Assignment, Use of Seatbelts, and Oxygen Bottles (If Applicable) - Briefed
3. Smoking/Hazardous Cargo Restrictions - Briefed
4. Disposable Ear Plugs - Distributed
5. Flying with Head Cold/Cabin Pressurization - Briefed
6. Use/Location of Toilet Facilities - Briefed
7. Identification of Armed Crewmembers - Briefed
8. Emergency Equipment and Procedures - Briefed
 - A. Signals (Ground/In-flight)
 - B. Exits (Ground/In-flight)
 - C. Equipment (Life Rafts, Walk Around Bottles, LPUs, etc.)
 - D. Removal of Rings, Scarves, and Sharp Objects

COMBAT ENTRY CHECKLIST

- *1. **“ACKNOWLEDGED”** (P, CP, E, LM)
- *2. Survival Equipment - **“DONNED”** (As Required) (LM)
Ensure the following equipment is immediately available and functional (As Required)
 - A. Parachute
 - B. Survival Vest
 - C. Flak Vest
 - D. Chemical Defense Ensemble
 - E. Helmet and Oxygen
 - F. Life Preserver Units (LPU)
 - G. Weapons

NOTE

Personnel required to be mobile in the cargo compartment will don their helmets at this time if in an actual threat area. Otherwise, the helmet will be donned at the pre-slowdown checklist.

- 3. Dump Manifold - **“PURGED”** (Some Airplanes) (LM, P)
- *4. Cargo Compartment - Secure.
- *5. EMI Filter/Safety Pins (Some Airplanes) - **“REMOVED”** (LM) (As Required)
- *6. Lookouts - **“POSTED”** (As Required) (LM)
- 7. Interior Lighting - **“SET”** (P, CP, E, N, LM)
- 8. NVGs - **“ON/READY”** (As Required) (P, CP, E, N, LM)
- *9. “Combat Entry Checklist - **“COMPLETE”** (LM, E)

COMBAT EXIT CHECKLIST

1. **“ACKNOWLEDGED”** (P, CP, E, LM)
2. NVGs - **"OFF"** (As Required) (P, CP, E, N, LM)
3. Interior Lights - **“SET”** (P, CP, E, N, LM)
4. Survival Equipment - **“STOWED”** (As Required)
(P, CP, N, E, LM)
5. Lookouts - Cleared to Deposition
6. EMI Filter/Safety Pins (Some Airplanes) - **“INSTALLED”**
(LM)
7. Combat Exit Checklist - **“COMPLETE”** (LM, E)

COMBAT OFFLOAD PREPARATION CHECKLIST1. **“ACKNOWLEDGED”** (CP, E, N, LM)**NOTE**

Sufficient tiedowns will be positioned forward of the load to provide one G aft restraint for pallets to be offloaded. If offload is aborted and left hand locks cannot be re-engaged, apply one G aft restraint from available floor or wall tiedown rings to the load or pallet before preceding aft.

2. Extraction Systems - Derigged/Secured to Load.

NOTE

This step may be accomplished in-flight, conditions permitting.

A. Extraction Parachute Removed, Extraction Line and Bag Secured on the Load.

B. EFTC Actuator Arm Stowed, Pin Installed, Transportation Tie Installed (As Required)

C. Emergency Restraint Chains Removed, Stowed Forward of Forward Most Platform.

D. Static Lines Removed and Secured to Load (As Required)

3. Cargo Compartment Vertical Restraint Flanges - Retracted and Pinned Out

4. ADS Arms - Connected/Disconnected (As Required)

5. Interphone and PA System - **“CHECKED”** (P, CP, E, N, LM)6. Ramp and Door - **“CLEAR TO OPEN”** (P), **“OPENED”** (LM)**NOTE**

Cargo door and ramp will be opened to the ADS position after receiving clearance from the pilot.

7. Offload Preparation Checks - **“COMPLETE”** (LM, E)

METHOD “A” OFFLOAD CHECKLIST

1. **“ACKNOWLEDGED”** (CP, E, N, LM)
2. Area Aft of Aircraft - Clear

NOTE

If CDS is to be offloaded, remove release gates, as required, and skip step 3 through 7, 9, and 11, 13, and 14.

NOTE

If no ramp pallet is aboard ensure ramp flanges and locks are retracted and proceed to step 8.

CAUTION

When accomplishing steps 3 and 5, ensure the ramp release handles are pulled to the full extent of their travel. Failure to do so will cause the pallet to become jammed on restraint flanges that did not retract.

3. Right Hand Ramp Lock and Flanges - Released and Retracted.
Stow handle and insert stowage pin.
4. Taxi Clearance - **“CLEAR TO TAXI”** (LM)

NOTE

Loadmaster will not make this checklist response until ready for offload.

5. Left Hand Ramp Locks and Flanges - Released and Retracted

NOTE

Release left hand ramp locks and flanges when the pilot releases the brakes and the aircraft starts to accelerate.

6. **“LOAD CLEAR”** (LM)

8 AFI 11-2C-130V3 CL-2 13 APRIL 2000

7. Left Hand Ramp Lock Handle - Stowed, Pin Installed

WARNING

Don't proceed with step 8 until ensuring area behind and beside the cargo is clear of personnel and obstructions.

NOTE

If only ramp pallet is to be offloaded, proceed to step 15.

8. Loadmaster in position at FS 245.

WARNING

Do not remove right hand dual rail forward restraint.

9. Left Hand Locks - Released (As Required)
10. Taxi Clearance - **"CLEAR TO TAXI"** (LM)

NOTE

Loadmaster will not respond to this checklist response until ready for offload.

11. Right Hand Master Control Handle - EMERGENCY Position

NOTE

Loadmaster will place the right hand master control handle to the EMERGENCY position when the pilot releases the brakes and the aircraft starts to accelerate.

12. **"LOAD CLEAR"** (LM)
13. Right Hand Master Control Handle - CHECK, then
NORMAL Position
14. Left Hand Dual Rail Locks - Engaged and Checked
15. Ramp and Door - Closed and Locked
16. Combat Offload Checklist - **"COMPLETE"** (LM, E)

METHOD “B” OFFLOAD CHECKLIST

1. **“ACKNOWLEDGED”** (CP, E, N, LM)
2. ADS Arms - Disconnected (As Required)
3. Ramp - Lowered. (Lower ramp to approximately 12 inches above horizontal.)
4. Drums - In Place
5. Ramp - Repositioned
6. Drift Straps - Installed
7. Area Aft of Aircraft - Clear
8. Right Hand Master Control Handle - EMERGENCY Position
9. Left Locks - Unlocked (As Required)
10. Pallets - Repositioned. (Use drift straps to control pallet movement.)
11. Ramp - Readjusted/Positioned. (Ramp lowered to allow load weight to rest on the drums.)
12. Pallet - Secured
13. Taxi Clearance - **“CLEAR TO TAXI”** (LM)
14. **“STOP TAXI”** (LM)
15. Ramp - Readjusted
16. Drums - In Place
17. Ramp - Lowered. (Lower ramp until pallets are supported solely by the drums.)

NOTE

Repeat steps 13 through 17 until married pallets are offloaded and clear of the aircraft.

10 AFI 11-2C-130V3 CL-2 13 APRIL 2000

10 AFI 11-2C-130V3 CL-2 13 APRIL 2000

18. “LOAD CLEAR” (LM)

NOTE

If additional married pallets are to be offloaded, return to step 2, or Method “A” checklist. (If Applicable)

19. Ramp and Door - Closed and Locked

20. ADS Arms - Connected

21. Combat Offload Checklist - “COMPLETE” (LM)

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